

Many parts of this area are not now in a proximity to be served by municipal water as noted in the water service map, Section I of this report.

In comparing the 1960 Thoroughfare Plan with the existing proposed plan, one will notice that the basic pattern has remained similar. The three major changes are as follows:

- (1) The extension of a South Tiffany Street to connect with U.S. 70 Bypass near the Lenoir Community College. This is a proposed major thoroughfare with a 1975-1980 priority.
- (2) The extension of Hardee Road south across the Neuse River to connect with U.S. 70 Bypass near Diane Blvd. This is a proposed major thoroughfare with a 1980-1990 priority.
- (3) The installation of a Downtown Avenue from SR 1557 and West Vernon Avenue, south then east between the Neuse River and the A&EC Railroad to connect in with west North Street. This also is a proposed major thoroughfare with a 1980-1985 priority.

Within a one hour driving time of Stallings Field Airport, there are approximately 550,000 persons. This estimated population is based on 1970 county population data and a driving distance of 55 miles on all major highways from Kinston. This area population, Kinston's central location between major Eastern North Carolina cities, and the existing highway routes connecting these cities with Kinston, give a strong indication that the conversion of Stallings Field Airport from a municipal-county airport facility to a regional airport facility would be advantageous. However, preliminary indications are not wholly sufficient for a good decision, therefore, it is recommended that a feasibility study be conducted in conjunction with the Federal